

TUESDAY, AUGUST 29, 1865.

The Monastario M. R. Murder.

This is the way the catastrophe happened; shortly after a passenger train had gone out, (about fifteen minutes behind time,) a master mechanic orders out an engine on a trial trip. In the meantime the passenger train overtakes a broken down freight train attaches itself to it, and begins to back down to the depot from which it started. Here, of course, is a chance for collision—what has been done to prevent it? A rule of the road requires that when an extra train is to be run, the preceding train shall carry a flag as a notification. Why was not a flag put on this passenger train? Because, we are told, it is "not customary" when an engine goes out on a trial trip for "short distance." Custom or no custom, here is an express rule of the company violated, to begin with. On the other hand, the manager of the passenger train, among whom was the President of the road, knew that they were moving back out of time, and they attempt to excuse themselves from not using the ordinary precaution of sending a flag in advance, or keeping the whistle going, by saying that they did not expect any train to come up at that time. The carelessness on both trains was aggravated by the fact that a sharp curve lay between them, where a view of not ten rods either way could be commanded.

It turned out therefore, as might be expected, the two trains, going at from ten to fifteen miles an hour each, rushed together near this curve, smashing up the rear passenger car, killing and horribly mangling twelve persons outright, and more or less severely wounding about twenty more.

The Springfield Republican says, in speaking of the catastrophe:

"Had a flagman been sent forward in advance of the train that was backing down to Bridgeport, there would have been no accident. It seems strange that where a clear track involves life or death to several car loads of passenger, so obvious and so easy a precaution should have been neglected. The Pres't of the road, Mr. Charles Hunt of Falls Village, Ct., was on board the train, and did not escape entirely unharmed. It is to be hoped that Mr. Hunt, the responsible manager of the road, will learn something from this accident and give future travelers upon his road the benefit of the lesson. There are railroad accidents that no management, however careful and intelligent, can provide against; but there is a large number that a little common sense and the adoption of the plainest precautions would easily prevent."

The Bridgeport Farmer, published near the scene of the惨案, says on the same subject:

"Human life sacrificed in such a manner calls for the most rigid investigation of all the circumstances attending the disaster and we trust every effort will be made to ascertain the facts. Wholesale slandering upon railroads is of too frequent occurrence to admit of the belief that it is purely accidental."

As a specimen of the excited feeling which this fearful occurrence has evoked, we copy the following from an editorial in the Providence Press of the 15th inst.

"In the Horrific Railroad murder a new engine was started out upon the road, for a kind of trial trip, upon the time of another train, and with a great rate of speed struck the regular train, which it met, and drove it entirely through the first passenger car, crushing others, and acting like a mad, destroying angel, exercising its fury upon lives and property. A round dozen of innocent and trusting lives paid the forfeit of this wicked, villainous carelessness; and between twenty and thirty were badly wounded. We do not learn that the reckless wretch who had his hands upon the handle of the steam engine, or the man who ordered it out upon the road—the man in the least, or that they had any friends killed in the collision."

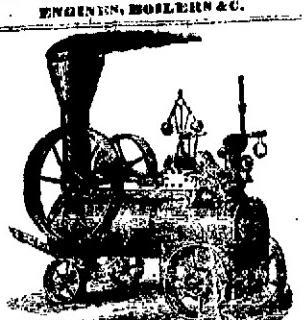
It is time somebody was hung. It is time that the earnings, the property, the stock of any of these murderer thoroughfares, was paid over in damages to the sufferers by these reckless and callous collisions. It is time that those who have authority in these matters, and who possess the power of prevention, if they could but exercise it, were imprisoned for a sufficient length of time to make such horrors a thing nearly impossible.

—The Times' Washington department says statistics show that during the rebellion our armies captured over 800,000 prisoners, besides paroling 100,000 more on the late surrender.

—A tenement house in Cincinnati, containing six families fell on Sunday morning, burying all in the ruins. One woman was killed and several persons seriously injured.

—Eleven thousand houses have been erected in Philadelphia during the last six years; one thousand one hundred and fifty-six of them in 1864, being the greatest number in any one year.

—It is reported from Arizona that forty mines are at work on the Yuma ledge, in the vicinity of Phoenix, with gratifying success. A letter from Mr. Fox, dated May 29th, says: "We have thirty thousand dollars in annual product."

Washington Iron Works  
NEWBURG, N.Y.

## PORTABLE ENGINES.

Combining all the Modern Improvements in having a Tubular Heater, Governor with Balance Valve, a Force Pump, Two Balance Pulleys,

SMOKE PI., SAFETY VALVE, STEAM GAUGE, CONNECTING PIPE, 15 FEET OF SUCTION PIPE.

In short, every piece of IRON-WORK required to render the

ENGINE AND BOILER COMPLETE.

The Truck is furnished when ordered, and consists of Strong Wheels with a broad face, Wrought Iron Arms, Wrought Iron Axles, and gearing for self-motion if required.

The Engine is built upon a solid bed plate, is COMPLETE IN ITSELF, and can be worked upon a foundation separate from the boiler.

OUR WORK IS ALL WARRANTED,

and, upon trial, if not satisfactory, can be returned,

and the MONEY WILL BE REFUNDED.

Being near the city of New York, and in constant communication with all parts of the country, we are prepared to

FILL ALL ORDERS AT SHORT NOTICE.

our increased facilities enabling us to turn out two to three Portable Engines per day. All orders filled within six days after being received.

We Ship DIRECT by Erie Rail and from Newburg to Titusville, or Erie, or Pittsburg, Pa., without charge of cars.

TABLE OF PORTABLE ENGINES MANUFACTURED BY THE WASHINGTON IRON WORKS, NEWBURG, N.Y.

EQUIPMENT

HORSES.

DESCRIPTION

HORSES.

BED PLATE.

CYLINDER.

STEAM ENGINE.

BED PLATE.

CYLINDER.

BOILER.



TUESDAY, AUGUST 26, 1863.

## LOCAL MATTERS.

Some interesting oil news will be found in our telegraphic special.

An aged lady named Mrs. Donnelly, was run over and instantly killed in Corry last week. The accident occurred on the switch of the Atlantic road.

Hon. G. W. Scovell, of Warren, has been invited to deliver the Annual Address before the New York State Agricultural Society, this year. The Fair is to be held at Utica.

It is estimated that the earnings of the Erie Railroad will reach \$15,000,000 for the present year.

Kasson's Oil Creek Express is now giving time receipts on freight for every section. A. N. Hungerford, opposite railroad ticket office, is agent.

Mr. Daniel W. Stayton, an estimable citizen of Spring township, died on the 29th inst., aged 50 years.

W. W. Gray has taken a license as auctioneer, the first and only one in this District. He may be found in the Merchants' Hotel, and will fulfill all requisitions in his line.

WALTER R. JONES, Esq., editor of the Oil City Register, declines the nomination of Representative for Venango county.

B. F. Taylor, Esq., literary editor of the Citizen Journal, is writing up the oil region for that paper.

A Pittsfield correspondent writes that he heard of one offer for a lease in that place, which according to his recollection is more than was paid for the Astor House, New York City.

Our New County project is getting cold-shouldered all around. The Warren Ledger, the Oil City Register and the Corry Telegraph are decidedly opposed to the measure, the Telegraph compactly intimating that if a new county set is required the popular interest, convenience, and influence of every election conspire in favor of that station. Titusville is apparently nowhere in comparison with its ambitious neighbor.

BOT DROWNED.—A colored boy about seven years of age was drowned yesterday afternoon in the mill race, near Franklin street. He was playing near the water, and accidentally falling in was not discovered till too late to be rescued. The body was recovered, but could not be recognized.

Mr. W. PHILLIPS writes us that he was a passenger on the ill-fated express train of the Oil Creek Railroad, on Thursday last, and suffered severe injuries. He has since been confined to his house, unable to work, and wishes to know to whom he is to look for pecuniary relief. We have forwarded the unfortunate man's letter to the President of the Oil Creek Railroad, and hope that it will result in some practical demonstration of sympathy in his behalf.

GRADING over the subscription list of the Petroleum Reporter, we observe the name of Steele Green, Co. K, 57th Regt. Pa. Veteran Vol. The unfortunate man was one of the fatality injured in the fearful calamity of Thursday, and died a few hours afterwards. He is one of hundreds of our brave soldiers who have met a similar fate—sparing the horrors of imprisonment and the hazards of war to become a victim in a railroad massacre within sight of their own dwellings.

FIRE.—At the meeting on Saturday, a committee of citizens was appointed to collect subscription for the new railroad. We were in error in Mr. Cookson being named as one of their number. It was Mr. G. P. C. Clement, who a name we should have given.

It is also to be remembered, that the subscription books will be opened, as was suggested at the meeting, at the office of Brewer, Watson &amp; Co., Pine street.

A "Bull Fight"—A numerous crowd was attracted to the corner of Spring and Franklin st., last evening to witness an exhibition of bovine obstreperous and wrath. The creature was hasted to the rear of a lumber wagon, drawn by a stout team, and started toward Franklin street, but soon manifested the most strenuous and determined opposition to such procedure. He was evidently aware of the proximity of the Oil Creek Railroad, British Instincts rebelling against the possibility of being slaughtered before him; and with fiery eyes, plunging crew, holding tail, and a bellow "not loud, but deep," the oxen contended every step of the advance. As there are no salvo shops in that direction, we did not pursue the animal, and the result of the struggle has nobly exemplified.

THE PLANK ROAD FROM TITUSVILLE TO PITTSBURGH.—There are over three miles of this road now graded, and the highest elevations have been made which will be necessary on the line. The plank has been laid so as to linkley &amp; Reilly. It consists of a double track. The two depths of plank, with the earth, make a roadbed twenty-four feet wide. The planks are four inches thick. There is to be an iron bridge over Oil Creek, of eighty-four feet span. It is the plan of King and Freis, of Cleveland. The Company have a steam saw-mill started at Pittsfield Centre (better known as Howarth's Mill) to saw the plank for that end of the road. There were one hundred and seventy-one persons employed on this work, as exhibited on the pay rolls of the Company, last week.

A. H. KROM &amp; CO'S NEW WHOLESALE GROCERY AND PROVISION WAREHOUSE.—This extensive establishment is situated on Mahoning street, south side, near the Railroad Depot. Their building is twenty-eight feet front by seventy-eight feet deep, with three floors. It is furnished with scales and hoisting apparatus.

The firm have possession of the adjacent grounds extending to the railroad, including the platform for the shipment and delivery of goods. This platform is connected with the warehouse by an iron track. The counting room, near the entrance, is ten by twenty-four feet, and furnished in comfortable style. The firm is composed of Xerom and Berger, late of Candor, N. Y., and Jacob Hermanoff, of Ellenville, N. Y. They propose to do an exclusively wholesale trade, and doing business with a New York house, they expect to sell goods on a reasonable term.

We have the largest and best stock of Milk and Butter in this region. Lime, grain, flour, and sugar, come from a mill. Our advertisement.

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